1-7. (CANCELED)

8. (CURRENTLY AMENDED) An automated multiple-gear transmission in which several power paths are provided, in a transmission housing (24), between a transmission input shaft (3) and a transmission output shaft (4) for gear shifting,

wherein [[the]] transmission gears can be realized [[with]] by several ratio conversion devices (8, 9, 10) that can be engaged, via shifting elements (5, 6, 7), for forming a power flow through the transmission ~~via shifting elements (5, 6, 7)~~, at least one of the ratio conversion devices (8, 9) is ~~at least partially~~ located within the transmission housing (24) in such a way that radial and tangential forces affecting the at least one [[of the]] ratio conversion device[[s]] (8, 9), when the at least one ratio conversion device is engaged, are directly transmitted to the transmission housing (24) via one engaged position of the shifting element (6 or 7); and

the conversion devices (8, 9, 10) each comprise a spur gear pair, and a first spur gear (16, 17), of each spur gear pair, is supported by a bearing (23) of the respective conversion device (8, 9) and a second spur gear, of each spur gear pair, is supported on a countershaft (11).

9. (CURRENTLY AMENDED) The automated multiple-gear transmission according to claim 8, wherein axial forces abutting the at least one [[of the]] conversion device[[s]] (8, 9) can also be transmitted directly into the transmission housing (24) via [[a]] the bearing (23) of the at least one [[of the]] conversion device[[s]] (8, 9) ~~in the transmission housing (24)~~.

10. (CURRENTLY AMENDED) An automated multiple-gear transmission in which several power paths are provided, in a transmission housing (24), between a transmission input shaft (3) and a transmission output shaft (4) for gear shifting;

wherein [[the]] transmission gears can be realized [[with]] by several ratio conversion devices (8, 9, 10) that can be engaged for forming a power flow via shifting elements (5, 6, 7), at least one of the ratio conversion devices (8, 9) is at least partially located within the transmission housing (24) in such a way that radial and tangential forces affecting at least one of the ratio conversion device (8, 9), when the at least one ratio conversion device is engaged, are directly transmitted to the transmission housing (24);

axial forces abutting at least one of the conversion devices (8, 9) can also be transmitted directly into the transmission housing (24) via a bearing (23) of the at least one [[of the]] conversion device[[s]] (8, 9); and

the bearing (23) of the at least one conversion device (8, 9) is equipped with a bearing sleeve (26; 26A, 26B, 26C) on which [[the]] at least one of the ~~control~~ shifting elements (6, 7) is at least partially located.

11. (PREVIOUSLY PRESENTED) The automated multiple-gear transmission according to claim 10, wherein the bearing sleeve (26; 26A, 26B, 26C) is rigidly connected to the transmission housing (24) via at least one support element (25; 25A, 25B, 25C).

12. (CURRENTLY AMENDED) The automated multiple-gear transmission according to claim 8, wherein each of the ~~control~~ shifting elements (5, 6, 7) is formed as one of positive shifting elements and non-positive ~~control~~ shifting elements.

13. (CANCELED)

14. (PREVIOUSLY PRESENTED) The automated multiple-gear transmission according to claim 8, wherein the power paths are totaled in a summing transmission in the form of a planetary gearset (2).

15. (PREVIOUSLY PRESENTED) The automated multiple-gear transmission according to claim 8, wherein the multiple-gear transmission is a power split countershaft transmission

16. (CANCELED)